

CLASSIFICATION ~~SECRET~~COUNTRY Soviet Zone of GermanyTOPIC Marshalling Yards in Berlin Area**Return to CIA Library**

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DATE OF CONTENT early in April 1950DATE PREPARED 9 June 1950

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PAGES 2 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

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1. The following reconstructed marshalling yards are fully serviceable:

Schoeneweide (N 53/Z 94) - (three tracks still missing)
 Lichtenberg (N 53/Z 94) - (completely reconstructed)
 Rummelsburg (N 53/Z 95) - (completely reconstructed)
 Pankow (N 53/Z 85) - (completely reconstructed)

2. The Tustermark (N 53/Z 55) marshalling yard is 50 percent destroyed and dismantled. One hump is in operation.
3. The Seddin (N 53/Z 52) marshalling yard, which was 75 percent destroyed, is being reconstructed. Its present capacity is still limited. One hump is in operation.
4. The Grossbeeren (N 53/Z 73) marshalling yard is completely destroyed except for the signal cabins. Reconstruction work not observed in early April.*

* comment: The marshalling yards now have the following maximum capacities:

Schoeneweide: about 1,800 cars per 24 hour-period
 Lichtenberg: about 1,800 cars per 24 hour-period

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Rummelsburg: about 1,500 cars per 24-hour-period
Pankow: about 1,500 cars per 24 hour-period
Wustermark: about 1,000 cars per 24 hour period
Seddin: about 600 cars per 24 hour period

(After completion of reconstruction work
Seddin is to have a capacity of 1,000 cars per
24-hour period.)

The improvement of these marshalling yards led
to a higher performance in comparison with the
previous year.

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